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PRIVATE RESIDENTS AT HIS
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Hongkong Daily Press.

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No. 16,340. 號十四百三千大萬一第 日三初月八年二統宣 HONGKONG, TUESDAY, SEPTEMBER 6TH, 1910. 二拜禮 號六月九年十一百九千一英港香 PRICE \$3 PER MONTH.

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[a341]

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[a1472]

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Hongkong, 1st April, 1909.

[a45]

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ROASTED AND GROUND ON OUR
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1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
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Tables.

ESTIMATES, DESIGNS AND PRICE LISTS
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[a747-1]

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(TELEPHONE 97).

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25 PER CENT. DISCOUNT
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[a30]

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CAPTAIN G. H. C. WESTON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON

VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 18TH, 1911.

STAYING AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—

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1ST SALOON £71.10 SINGLE; £106 14 RETURN.

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For Further Particulars, apply to—

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WANTED all kinds of GUTS,

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AFTER This Date, I shall be no longer

Responsible for the Debts of my Wife,

MARY WILKS.

G. WILKS,

Naval Yard Police.

Hongkong, 31st August, 1910. [993]

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SAVED BY THE EXPENDITURE

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By the Use of

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The Wood and Brickwork Preservative which

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ABSOLUTE DEATH TO THE WHITE

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749

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.

Well Furnished Reception Rooms.

Private Bar and Billiard Room for Hotel

Residents.

Electric Lifts to each Floor.

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Telephones on every Floor.

Every Comfort.

Ladies' Afternoon Tea Rooms.

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Matron in attendance.

CHARGES MODERATE, AND NO EXTRA.

[a35] A. F. DAVIES, Manager

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Hot and Cold Water throughout.

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required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a558]

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No. 2, QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE

HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

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renovated, extensively enlarged, and is now

luxuriously furnished and up-to-date in every

respect, situated in the most central position.

Large and Airy Rooms, Hot, Cold, and Shower

Baths, Gas and Electric Light and Fans, Large

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TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a542]

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PRIVATE HOTEL.

STANDING in its own grounds with Tennis

and Croquet Lawns, Large Airy and

Well Furnished Rooms, every home comfort

and Fine View of the Harbour.

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Apply to—

Mrs. F. W. YATTS,

"Braeside," 20, Macdonnell Road,

Hongkong, 4th December, 1907. [a36]

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MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

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SITUATED IN THE CENTRE OF PRATA GRANDE

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to Tourists.

REASONABLE RATES.

WM. FARMER

Proprietor

[a1004]

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(HOTEL-SANITARIUM OF SOUTH

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THIS Hotel is under European manage-

ment and most strict supervision as to

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All comforts of a home.

A most pleasant retreat for those desirous for

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**VERY OLD LIQUEUR
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For over 30 Years WATSON'S
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SCOTCH WHISKY in the
FAR EAST.

A. S. WATSON & CO.,
LIMITED,
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[25]

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BIRTHS.
On August 29th, at Shanghai, to Mr. and
Mrs. R. GLENDENING, a daughter.
On August 29th, at Tientsin, to Mr. and
Mrs. W. B. O. MIDDLETON, a daughter.

MARRIAGE.
On August 3rd, at All Saints' Church, Mat-
tishall, Norfolk, HARRY ESKINE SANDYS, of
the Chinese Imperial Maritime Customs, to
BESSIE MARY WOODHORN, of Mattishall.

DEATH.
At Hoihow, Huiwan, WILLIAM FRANCIS
CANNING, aged 59, for nine years Constable at
H. B. M. Consulate, Kiangchow, and previously
of the Royal Navy and the Imperial Chinese
Revenue Cruiser *Lahn*.

HONGKONG OFFICE: 10A, DES VUE ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 6TH, 1910.

AFTER an extensive tour in the Philippine
Islands the Hon. J. M. DICKENSON, the
United States Secretary of War, is now
passing through Hongkong on his return to
Washington. According to our Manila
contemporaries the visit of the Secretary of
War has, on the whole, resulted in
much good, for "it has given definiteness
and strength to the American position"
in the islands. The Filip- politicians and
the native Press seem to have anticipated
from the visit of the Secretary of War some
concession towards their ideal of indepen-
dence for the islands; but in this they have
been woefully disappointed. Mr. DICKEN-
SON has been called upon to deliver many
speeches during his tour, and whenever he has
had occasion to refer to the agitation among
the Filipinos for independence, he has in a
kindly yet firm manner intimated that no
immediate change of policy can be consid-
ered by the United States Government.

Drawn out at Lucena by the numerous
legions on arches and decorations alluding
to immediate independence, Mr. DICKENSON
declared that before the Filipinos could
hope for independence, they as a people
would have to show some signs of
material prosperity. He said that in the
part of the country he had visited he had
seen signs of progress, but that it was due
to American brains and enterprise. When
he was among the Moros, Mr. DICKENSON
told them that the American Government
would not give up the administration
and control of them and turn it
over to a people (the Filipinos) foreign
to them in their ideas and feelings.
Speaking not in his representative capacity,
but in his individual capacity, and "as one
who had occupied rather advanced ground
in regard to Philippine independence," he
pointed out that when they went be-
fore Congress to urge that the time had
come for Philippine independence, their
main argument was bound to be that gov-
ernment should rest upon the consent of
the governed. That being so, he asked the
advocates of independence whether they
were occupying a consistent position when
they drew the American Government to
withdraw from the present administration
and turn over 335,000 Moros to be governed
by 66,000 Christians? Mr. DICKENSON
added that it did not lie within his juris-
diction to decide it, but he thought he would
put a wholesome thought in their minds,
and let them see that they might be occupy-
ing an inconsistent attitude. If the Ameri-
cans should sanction that sort of adminis-
tration, he thought they had seen evidence
enough that day to show that it would not be
attended with difficulties. As an instance,
he mentioned that he had heard that there
was some disposition on the part of some
Filipinos to exclude the Moros from parti-
cipation in a water parade given in his
honour, and he added that, if that were true,
it certainly showed a condition of intoler-
ance which did not perhaps add very
great weight to the demands of the speakers
for lodging the government there entirely in
the hands of the Filipinos. These declara-
tions seem to have pleased the Moros
immensely, for the speeches of the Moro
Chiefs had taken the form of a vigorous
protest against the province being given
over into the hands of the Filipinos. So far
as the question of independence for the
Philippine Islands goes, it is clear that
Mr. DICKENSON, having had the opportunity
of studying conditions on the spot, no
longer occupies "advanced ground." His
speaking on the subject can have left the
Filipino politicians in no doubt as to his
future attitude at Washington in regard to
the question.

On the eve of his departure from Manila
Mr. DICKENSON was entertained by the
Manila Merchants' Association who discussed
with him some of the commercial problems
of the islands. Mr. DICKENSON expressed
himself as pleased that the Payne Bill had
brought prosperity to the islands and
entertained the hope that its restrictions
would be removed before long. He
recognised that there was a great need of
capital to develop the resources of the
islands, and that material progress would
be the salvation of the country. In this
connection the question of bringing Chinese
labour into the islands was touched upon,
and Mr. DICKENSON is reported to have
made the confession that probably the
United States exclusion laws were not
suitable to the Philippines. Whether Mr.
DICKENSON will be prepared when he
returns to Washington to advocate any
change in that respect does not appear
from the reports of his speech. The total
result of the tour is that Mr. DICKENSON
returns to Washington convinced that the
American tenure of the Philippine Islands
must be a long one, and we may expect to
see him throw the whole weight of his in-
fluence in the direction of strengthening the
hands of the government of the islands, there-
by ensuring public order and protection,
and encouraging by every possible means
the economic development of the territory,
persuaded by what he has seen that the
salvation of the country lies in material
progress under American direction, and not
in political independence.

The Molshanoff Tea Factory at Hankow has
been totally destroyed by fire.
It is reported that Mr. G. M. H. Playfair,
British Consul at Foochow, is about to retire
after 38 years' service in China.

The suspicions of Police-Sergt. Taylor of
the Emigration Department proved to be well
founded when he arrested a Chinese on Sat-
urday as a man whom he thought had re-
turned from banishment. The charge was proved
before Mr. E. R. Hallifax at the Magistracy yester-
day and the defendant was sentenced to six
months' imprisonment.

A fashionable wedding at Paris has just
resulted from the wreck of the Messageries
Maritimes steamer *La Seyne* in Rio Straits.
Amongst those who went down in her was
M. Habib, the head of a big jewellery firm at
Paris, with large quantities of pearls and
diamonds. M. Louis Habib, his nephew, who is
also a jeweller of note, came out a few months
ago to see what could be recovered from the
wreck. On the voyage he met M. Deloncle, who
was then deputy for Cochinchina in the French
Parliament. The acquaintance ripened into
friendship and a marriage between him and
M. Deloncle's oldest daughter.

No case of plague occurred in the Colony for
the week ended September 3rd. One case of
enteric fever was notified and one fatal case of
puerperal fever.

The corner-stone of the new Manila hotel
was laid last week in the presence of Governor-
General Forbes, and Mr. Dickinson, U. S.
Secretary of State for War.

Mr. E. C. Richards is in charge of the
P. & O. Company's affairs at Shanghai during
the absence of Mr. A. M. Marshall, who passed
through Hongkong last week on his way to
England.

The Shanghai Miniature Rifle Club has
become affiliated with the Society of Miniature
Rifle Clubs in Great Britain, and has received
from the latter its Silver Medal and Bell Bronze
Medal for competition among its members.

The dead bodies of the four men reported
missing at the premises in Jervis Street, the
scene of the disastrous fire and collapse, have
been recovered, bringing the death roll up to
seven. The Public Works Department is still
at work removing the debris.

The Hongkong-correspondent of the N. C.
Daily News, mentioning the fact that the
Bishop of Labuan and Sarawak recently
preached in St. John's Cathedral, remarks: "It
will need something more than an ordinary
bishop to fill the cathedral in Hongkong."

Through the courtesy of the American Con-
sulate-General, Hongkong, we received yesterday
a copy of the following telegram quoted
despatched from the Manila Observatory at 10.45
a.m.:—Cyclone or typhoon North of Naha
morning N. E. Cyclone or typhoon over or near
Meinesima morning North.

A Chinese dispatch says instructions have
been sent to the Viceroy of the Liang Kwang
by the Peking Government advising him to ask
the Portuguese Authorities in Macao to have
all pirates who were captured in Coloman Island
by the Portuguese troops handed back to China
for punishment.

Mr. Percival Heintzleman has been appointed
Second Secretary in the U. S. Legation in Pek-
ing. Mr. Heintzleman was formerly senior
American Vice-Consul, and for some time also
in charge of American affairs at Shanghai.
Some time ago he was transferred to the Bureau
in Washington, and now is shortly to return to
China.

A shop theft, of the ordinary kind, was frus-
trated on Sunday. A man entered a shop in
Queen's Road Central, and picking up an um-
brella handed it to a confederate who bolted.
A policeman, however, stopped him, and on his
being brought before the Magistracy yesterday
he was sentenced to three months' imprison-
ment.

A Chinese who stole some silk from a shop in
Wing Lok Street on pretence of looking at it
with a view to purchase was at the Magistracy
yesterday sentenced to six months' imprison-
ment for the larceny, and as it was found he had
returned from banishment he received another
six months for that, the sentences to run con-
secutively.

In connection with the murder of the broff of
the Vienna Cafe, whose body was found floating
under the Hongkong wharf of the Star Ferry
Company with a deep gash in the throat, a
Chinese was brought before Mr. Hallifax at the
Magistracy yesterday and remanded. Robbery
is believed to have been the motive of the crime,
as the deceased was known to have in his posses-
sion a number of valuable articles of jewellery.

The Chairman of the Astor House Hotel
Company, Shanghai, at a meeting of shareholders
last week said: The result of the year's working,
after writing off \$16,515.03 for depreciation, is
a balance of \$48,349.53 carried to credit of
Profit and Loss Account, but the net amount
standing at the credit of this account last year,
viz., \$2,643.73, is reduced by \$1,351.59, which is
the net loss for the period under review, leaving
a sum of \$1,291.14 to carry forward to the new
account.

We have received a copy of the President's
Report of the Canton Christian College for the
year 1909-10. We learn that there are now
202 students, that the College has "major
assets" worth \$164,600 (gold). Current ex-
penses amount to gold \$24,044, and the College
at present needs an addition of \$8,000 to its
annual income for current expenses, or an
endowment of \$200,000 to provide that amount.
Other things are wanted, such as land, water
supply, lighting plant, buildings, &c., of an
estimated value of \$71,250 gold.

With reference to a paragraph which appeared
in the *Daily Press* a few days ago mentioning
that the police were investigating an allegation
that a Frenchman had demanded with menace
\$10,000 from another, we are informed that the
complainant was not a boarder at the
Astor House Hotel as stated, but had merely
stayed there a couple of nights. The incident
occurred at Macao. We learn that the man
against whom the charge is brought has been
arrested at Canton, and the case presumably will
be tried in the Portuguese Court. The charge
was laid by Mr. Vernon, of the Ben Vista Hotel.

A fashionable wedding at Paris has just
resulted from the wreck of the Messageries
Maritimes steamer *La Seyne* in Rio Straits.
Amongst those who went down in her was
M. Habib, the head of a big jewellery firm at
Paris, with large quantities of pearls and
diamonds. M. Louis Habib, his nephew, who is
also a jeweller of note, came out a few months
ago to see what could be recovered from the
wreck. On the voyage he met M. Deloncle, who
was then deputy for Cochinchina in the French
Parliament. The acquaintance ripened into
friendship and a marriage between him and
M. Deloncle's oldest daughter.

The Americans at Foochow, we read, are
jubilant over the fact that Dr. S. L. Gracoy is
to soon return to the Consulate. The report was
that he had been appointed to another station.

The Captain of the sailing ship who pro-
secuted a couple of seamen at the Marine
Magistrate's Court on a charge of desertion
which the Harbour Master dismissed after
learning from the log book that the men had
been previously punished explains to us that he
was not prosecuting them for the days he
had logged a forfeiture of pay, but for
subsequent desertion. That explanation should
have been tendered at the time to the Magistrate.

Messrs. Ellis & Ellis in their Weekly Rubber
Share Circular say:—During the week under re-
view, the rubber share market continued sluggish,
in the same condition it was in at last writing,
and latest wire quotations from London, for some
stocks, show a depreciation below the lowest last
week. "Beyond a small business in some of the
lower quoted stocks, we have absolutely no
business to report. The dullness is even more
greatly accentuated in the case of Singapore
dollar stocks. Telegraphic quotations from the
South during the early part of the week show
an appreciable falling off in rates, and the condi-
tion of the market towards the close remains the
same. The price of Para-rubber fine rubber as
wired from London has suffered by 7½d per lb.,
as compared with that ruling at the time of
writing last week, viz., 8½d per lb.

Shanghai papers record the death of Mr.
G. W. Appleby, late chief engineer of the
Chinese revenue cruiser *Chuen-tiao*, who for some
time past has been confined to the Victoria
Nursing Home. The late Mr. Appleby, the
Mercury says, had hosts of friends all along
the China coast, where his duties called, and he will
be sadly missed and his death regretted by
many. The deceased was a native of England
and was fifty years of age. He came out to the
Far East in 1887 as engineer of one of the
Chinese Armstrong-built gunboats under the
command of Admiral Lang. Soon after, the
taking over of the vessel by the Chinese
Government, Mr. Appleby joined the Coast Staff
of the I. M. Customs, in which department he
rendered good service. In 1902 he was promoted
to the rank of first engineer, and from 1907
to 1909 he held the appointment of inspector of
launches at Canton. Latterly he was chief
engineer of the *Chuen-tiao*, and he was greatly
esteemed by his fellow officers on board the
vessel as well as by his superiors in the Coast
Inspector's Department. In 1890 he had con-
ferred on him the order of the Pao Hsing of the
fourth class for valuable services rendered. His
death was the termination of illness extending
over several months.

CORRESPONDENCE.

GAME SHOOTING.

[TO THE EDITOR OF THE "HONGKONG
DAILY PRESS."]

Amoy, 20th August.
DEAR SIR,—Having read with much interest
the various articles on shooting that have
appeared over the name of "Sportsman" in
your columns, may I request him to give us
the further benefit of his extensive knowledge
of bird life in China, and write an article on
their breeding habits and seasons. There being
no game laws in China, it has always been a
vexed question as to when it is permissible for
sportsmen to commence partridge and pheasant
shooting. Am I right in supposing their
breeding time to be if anything earlier than in
England, and that therefore the shooting season
may commence on 1st September and last
October, respectively, or does "Sportsman" con-
sider the 1st September too early to commence
partridge shooting in China? H. B. P.

THE ST. LEGER.

The classic race takes place to-morrow at
Doncaster. Following are the probable
starters:—
Horse. Weight. Trainer. Jockey.
Neil Gow. 9. CP. Peck. D. Maher
Lombard. 9. OA. Taylor. B. Dillon
Greenback. 9. OF. Hallick. P. Templeman

Rosedrop. 8.11 A. Taylor. C. Trigg
Winkip. 8.11 W. Waugh. J. Evans
Charles O. Malley. 9. OLewis. G. Stern
Bronzino. 9. OSadler. F. Fox
Maid of Corinth. 8.11 A. Taylor. H. Jones
Smythford. 9. G. Lambton. F. Wootton
Maggie. 9. OWatson. S. Wootton
Ulster King. 9. OLewis. W. Saxby
Tresady. 9. OS. Darling. W. Higgs
Yellow Slave. 8.11 Pickering. C. Fox
Whisk Brown. 9. O Joyner. S. Martin
The race is regarded this year as a very open
one. Doubts are expressed as to whether
Lombard, the Derby winner, can stay the St.
Leger distance. In the Eclipse Stakes for
£10,000 Lombard and Neil Gow ran a dead
heat.

STEAM NAVIGATION ON THE
UPPER YANGTSE.

The Chungking correspondent of the N. C.
Daily News writes:—
The successful trips of the str. *Shantung*
to Ichang, and back again, denotes a new era in the
navigation of the Upper Yangtze. This power-
ful tug with its bar, lashed alongside has
performed wonders that many had never dreamt
of a few years ago. Leaving Chungking laden
with passengers and cargo, she arrives in Ichang
after two days' steaming. Returning from
Ichang two or three days later, she makes the
return journey to Chungking in three and a half
days, thus completing the round trip in 10 days.
We also hear that the syndicate is making a
financial success. Each time she arrives in
Chungking it is with a full complement of
passengers and with all the cargo she can carry.
Who will spend the wearisome and anxious
month that is required in travelling up river by
houseboat when such convenience and rapidity
are offered at a moderate price? We shall soon
expect to see Messrs. Butterfield & Swire's
and also Messrs. Jardine, Matheson's steamboats
plying between Ichang and Chungking.

These instances prove that West China is not
so far behind the times in awakening to
European culture and civilization.

TELEGRAMS.

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["DAILY PRESS" EXCLUSIVE SERVICE.]

SENSATIONAL DEVELOP-
MENTS AT PEKING.

EMPRESS DOWAGER REACTIONARY.

PEKING, September 5th.
The conference between the Gov-
ernment and the visiting Viceroy
are continuing.

The prospects of Yuan Shik Kai
being recalled are declining, owing to
the hostility of the Empress Dowager,
who is endeavouring to seize the
opportunity afforded by the political
crises to supplant the Regent and
restore the reactionaries. The effort
will probably prove futile, but the
outcome is otherwise most uncertain.

[REUTERS' SERVICE TO THE "HONGKONG
DAILY PRESS."]

ONE BETTER.

A GERMAN MONITOR "TO DEAL WITH
DREADNOUGHTS."

LONDON, September 3rd.
The "Vorwaerts" states that the
German Admiralty are constructing
a motor-driven Monitor to deal with
Dreadnoughts.

The new ship will have great speed,
and low freeboard, and will be
mounted with two huge 18-inch guns
throwing shells capable of piercing
the armour of the Dreadnoughts,
while the immense thickness of its
own renders it invulnerable against
12-inch guns.

THE NEGUS OF ABYSSINIA.

LONDON, September 4th.
Reuter's correspondent at Rome
states that a despatch has been
received from Adis Abeba to the effect
that the Emperor Menelik has had a
further apoplectic seizure. His con-
dition is now regarded as very serious.
[It will be remembered that some four months
ago the Emperor was reported to have died.]

KING OF MONTENEGRO
HONOURED.

LONDON, September 4th.
It is reported from Cetinje that the
Grand Duke Nicholas has presented
the King with the baton of field
marshal of the Russian Army.

MILITARY AERONAUTICS.

LONDON, September 4th.
The French Ministry for War is
establishing an aerial base in Southern
Algeria with a view to the Trans-
Saharan service of aeroplanes linking
up the French possessions.

THE SHIPBUILDING CRISIS.

LONDON, September 4th.
A further notice by the master
boilermakers states that the men will
not be permitted to resume work unless
satisfactory arrangements are made
and assurances agreed upon regarding
the due observance of the shipyard
agreement and working conditions.
This has surprised the men, who re-
alise the gravity of the position.

THE LATE MRS. BELLAMY-BROWN.

The remains of Mrs. Bellamy Brown were
laid to rest at the Happy Valley yesterday
morning. The coffin, followed by Mr. A.
Bellamy Brown and Miss Marjorie Brown and
Mr. J. I. Plummer, was removed from the
residence, Ormsby Terrace, Kowloon, to the
Police Pier, whence a launch conveyed the
mourners with the dead to Observation Pier.
Here the coffin was placed in the waiting hearse,
and at the Monument the mourners were joined
by a number of friends who had assembled to
pay their last respects. In addition to the mourn-
ers mentioned there were present: Mr. J. A.
Plummer (brother), and Mr. Frank Smyth
(brother-in-law). At the entrance to the
cemetery, the cortege was met by the Rev. A. B.
Thornhill, who conducted the service at the
grave. There were many floral tributes.

THE WRECK OF H.M.S. "BEDFORD."

The following information is from the
Nagasaki Press of August 27:—

The British cruiser *Monmouth* arrived at
Nagasaki on Friday morning at 9.30 from
Quilpan, with the crew of the wrecked cruiser
Bedford on board. As previously reported, the
P. and O. S. *Arabia* had called here on Sunday
and conveyed the *Bedford*'s crew—about sixteen
officers and 500 men—to Hongkong, from
whence they will probably be shipped to Eng-
land at the first opportunity.

Very little further news is obtainable about
the disaster, the officers maintaining a discreet
silence pending the inevitable court-martial.
When the vessel went on the rocks she was
steaming at sixteen knots and the bottom
plates were torn open from her bow to the
funnel. For some time she humped consid-
erably and then gradually settled down into a firm
position, being held by the rocks which pen-
etrated her bottom.

Only one man, an engine-artificer, escaped
from the flooded stokehold. He was carried to
the top of the compartment by the water and
managed to grasp a grating, afterwards
scrambling to a hatchway and safety. Two of the
victims, an artificer-engineer and a chief stoker,
were married.

Although there was a fairly heavy sea, there
was no immediate danger to the crew, apart
from the unfortunate victims in the flooded
stokehold. There were no accidents in other
parts of the ship, and the survivors remained
on board for a few hours, until the weather
showed signs of becoming worse and it was
deemed advisable for the *Minotaur* and *Mon-
mouth* to stand off from the dangerous spot.

The work of despoiling the wreck has been
vigorously proceeded with, whereas the *Bedford*
only lies about five feet deeper in the water than
usual. The men are reported to have lost
many of their personal effects. The *Monmouth*
brought here about two or three hundred tons
of stores and fittings which had been removed
from the wreck.

Up to the present the bodies of the victims
have not been recovered. We understand that
an effort will be made by the Japanese to find
them.

Before the *Monmouth* left the scene of the
wreck on Thursday evening, an ordinary naval
burial service was conducted, the crews of the
Minotaur, *Monmouth* and *Bedford* participating.

HONGKONG AS A CUSTOMS PORT.

A correspondent writing to the *Financial
News* comments on the annual report of the
Harbour Master. In the course of his remarks
he says:—

Especially interesting attaches to the present, since
by an Ordinance of the Colonial Legislature
passed last year Hongkong was converted from
a free into a Customs port. This change was
regarded by some of the business community in
the island with somewhat gloomy forebodings,
judging, however, by the figures presented by
the Harbour Master there is nothing to warrant
their pessimism, and their predictions of the
dire consequences that would ensue from the
abandonment of the free trade principles upon
which the prosperity of the port had
hitherto depended are now met with the fact that
the volume of shipping has actually increased.
While the port was free it was not possible to
compile a correct return of its imports and
exports; but the enormous extent of the trade
with which it is connected might be
approximately estimated from its shipping
returns.

A comparison of these with the present
report shows that Hongkong is not only
maintaining its position as one of the leading
shipping centres in the world, but is actually
improving on its past record. In order
that the full significance of the position
may be appreciated it is desirable to bear in
mind the recent great trade depression experi-
enced in all parts of the world, and of which
Hongkong has had its share. It was clearly
short-sighted to imagine that because there had
been a slight decline in one particular branch
of the Colony's business—viz., sugar—that
Hongkong was losing ground. Times
change, and frequently with inevitable results,
and the merchants and traders have learnt that
it is their business to be ever on the lookout for
fresh openings in commercial matters. More-
over, it must necessarily happen that in the
course of time the ports of China and their trade
will undergo expansion, while the develop-
ment of the interior will assuredly lead to the
opening of new outlets. Instead, however,
of these avenues proving rivals to Hongkong, they
will only serve to heighten its importance as a
great industrial and distributing centre. More
Chinese will then be attracted to the Colony, and
with the opening of the railway business will
be transacted on even a more extended scale.

A visit to the Kowloon peninsula, on the
opposite side of the strait, is sufficient to show
how rapidly development is taking place in that
quarter, and this in itself is a good sign of
Hongkong's increasing prosperity.

HERR DERNBURG.

Messrs. Melchers & Co., the General Agents
in Hongkong of the Norddeutscher Lloyd,
yesterday received a telegram from Director
Heintzen from Tokyo informing them that H.
E. Herr Dernburg, late Secretary for Colonial
Affairs, will leave for Genoa on the s.s. *Prinzess
Alice* from Hongkong on the 16th of November
as a guest of the Norddeutscher Lloyd.

KULIANG SUMMER RESORT.

The summer resort for South China, writes
the Foochow correspondent of the *Shanghai
Mercury*, is as lively as ever. It is being
patronized by persons from Central China,
Hongkong, Canton, Swatow, Amoy, and many
interior stations. Houses all full and new ones
being contracted for. Tennis tournaments keep
the many courts filled with players and interested
spectators. Social gatherings, picnics, trips to
Kushan Monastery, are freely indulged in. The
concerts given by the Choral Union, Prof.
George Newell leader, were a great success. It
was most refreshing to listen to some fine
music again. The Sunday School Convention
and Educational Association were gatherings of
deep interest and profit. Some very fine
papers on the subjects pertaining to this
work were presented. Second to nothing were
the meetings held for the Chinese and foreign-
ers. It was exceedingly fortunate that such
talented and spiritual speakers were secured.
The chief ones were Dr. Robert William Rogers,
M.A., D.D., Ph.D., L.L.D., Professor in
Hebrew and Old Testament Exegesis in Drew
Theological Seminary, Madison, N. J., U.S.A.,
and Dr. Louis Matthews Sweet, M.A., S.T.D.,
Professor of Christian Theology and Apologetics
in Bible Teacher Training School in New
York City, U.S.A. The Public Entertainment
Committee is surely to be congratulated for
furnishing such a spiritual and intellectual
treat.

THE DROP IN MALACCA

LONDON ALARMED

COLOURED PLATE OF FLAGS OF FOREIGN HONGS	LONDON	Hongkong Daily Press "Office"
MAP OF THE FAR EAST		181, Fleet Street, E.C.
PLAN OF YOKOHAMA	LONDON	Mr. F. Algar, 11, Clement's Ld.
PLAN OF KOBE AND HYOGO	LONDON	Messrs. G. Street & Co., Ltd.
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN		30, Cornhill, E.C.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, ANG COLOMBO, PORT SAID and MARSEILLES	NUBIA Capt. J. F. Fox	About 7th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NORE Capt. G. Phillips	About 8th Sept.	Freight and Passage.
SHANGHAI	DELHI Capt. G. W. Gordon, R.N.R.	About 15th Sept.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	DELTA Capt. B. W. H. Snow	Noon, 17th Sept.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 5th September, 1910.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	TAMING	On 6th Sept., 4 P.M.
ILOLO and CEBU via AMOY	"SUNGKLANG"	On 7th Sept., 4 P.M.
SWATOW, AMOY and SHANGHAI	"BAKIOY"	On 7th Sept., 4 P.M.
TSINGTAI, CHEFOO and NEWCHANG	"NANCHANG"	On 8th Sept., 4 P.M.
SHANGHAI	"CHINHUA"	On 8th Sept., 4 P.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 10th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SHANGHAI LINE
"CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$90 RETURN.

For Freight or Passage apply to—
HONGKONG, 6th September, 1910BUTTERFIELD & SWIRE,
AGENTS.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	On 10th Sept.
HAVRE and COPENHAGEN	"YEDDO"	On 10th Sept.

For further Particulars apply to

MELOHERS & CO.,
AGENTS.

Hongkong, 5th September, 1910.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 6th Sept., at 10 A.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 9th Sept., at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 13th Sept., at 10 A.M.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier). During the Month of September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 3rd September, 1910.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"NANSANG"	Friday, 9th Sept., Noon.
MANILA	"FUENSANG"	Friday, 9th Sept., 4 P.M.
SHANGHAI via NINGPO	"HANGSANG"	Saturday, 10th Sept., Noon.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Wednesday, 14th Sept., Noon.
TIENTSIN	"CHEONGSHING"	Thursday, 15th Sept., Noon.
MANILA	"LOONGSANG"	Friday, 16th Sept., 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KOTANG," "NANSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
HONGKONG, 6th September, 1910.

GENERAL MANAGER

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. BUYO MARU	10,500 tons gross	Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU	11,000 "	Dec. 21st, at Noon.
S.S. KIYO MARU	17,200 "	About Mid. Feb. 1911

For particulars apply to

N. YAMADA, Acting Manager.
TOYO KISEN KAISHA, King's Building.

Hongkong, 1st September, 1910.

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NIPPONYUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO and PORT SAID	KANAGAWA MARU Capt. C. H. Butler, MIYAZAKI MARU Capt. T. Mura, KITANO MARU Capt. F. E. Cope,	7,000 9,000 9,000	THURSDAY, 8th Sept., at 5 P.M. WED'DAY, 14th Sept., at Daylight WED'DAY, 28th Sept., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. Hiordahl,	7,000	SATURDAY, 10th Sept., from KOBE.
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU Capt. S. Ishikawa, SHINABA MARU Capt. K. Kawara,	7,000 7,000	TUESDAY, 13th Sept., at 4 P.M. TUESDAY, 11th Oct., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine, NIKKO MARU Capt. M. Yagi,	5,000 6,000	FRIDAY, 30th Sept., at Noon. FRIDAY, 29th Oct., at Noon.
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU Capt. E. Combes,	5,000	TUESDAY, 6th September.
SHANGHAI, MOJI and KOBE	CEYLON MARU Capt. Fred. Pyne,	6,000	WED'DAY, 14th September.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser,	7,000	THURSDAY, 15th Sept., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. M. Yagi,	6,000	WED'DAY, 28th Sept., at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing "Aki Maru" 30th May, ending 30th September, 1910.

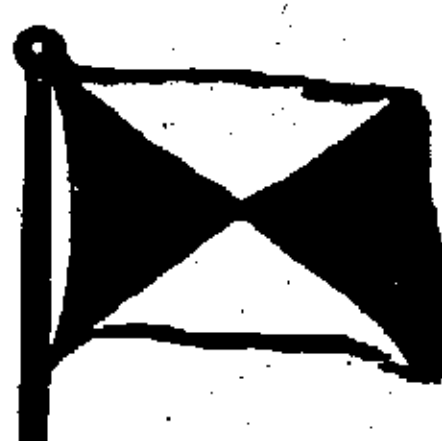
SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 3 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

† Omitting Keelung and Shimidzu.
— Calling at Saigon.
‡ Fitted with New System of Wireless Telegraphy. † Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 5th September, 1910.

T. KUSUMOTO,
MANAGER.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	E. Rodger	Manila	On 10th Sept., Noon.
ZAFIRO	2540	A. Fraser	Manila	On 17th Sept., Noon.

For Freight or Passage apply to
Hongkong, 5th September, 1910.SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA:

S.S. ALESIA	8th Sept.
S.S. C. FERR. LAEISZ	27th Sept.
S.S. ARMENIA	6th Oct.
S.S. SENEGBAMBIA	21st Oct.
S.S. SILEZIA	4th Nov.
S.S. SUEVIA	15th Nov.
S.S. ARABIA	30th Nov.
S.S. SCANDIA	15th Dec.

Further Particulars, apply to—

Hongkong, 2nd September, 1910.

HOMEWARD.

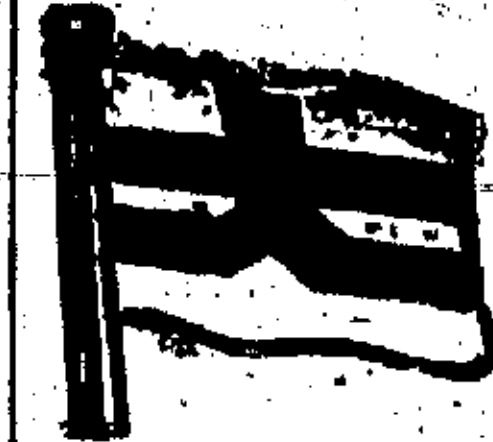
FOR HAVRE, HAMBURG & ANTWERP:	S.S. SAMBIA	7th Sept.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SPEZIA	10th Sept.
FOR HAVRE, HAMBURG & ANTWERP:	S.S. LIBERIA	14th Sept.
FOR ROTTERDAM, HAMBURG & ANTWERP:	S.S. BADENIA	2nd Oct.
FOR MARSEILLES & HAMBURG:	S.S. AMBRIA	4th Oct.
FOR HAVRE & HAMBURG:	S.S. ALESIA	9th Oct.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

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Connecting at TACOMA with
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VICTORIA, B.C. & TACOMA via KEELUNG, MOJI, KOBE and YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 7th Sept., at Noon.
VICTORIA, B.C. & TACOMA via MOJI, KOBE and YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	6,059	WED'DAY, 21st Sept., at Noon.

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